



TECHNICAL COORDINATING COMMITTEE
Minutes of May 21, 2009
11:00 a.m., Greensboro, NC
Orientation Room
Cultural Art Center

ATTENDANCE

Tyler Meyer	<i>GDOT / TCC Chair</i>	Bill Bruce	<i>Guilford County</i>
Adam Fischer	<i>GDOT</i>	Roger Bardsley	<i>Guilford County</i>
Lydia McIntyre	<i>GDOT / MPO</i>	Irma Zimmerman	<i>Guilford County</i>
Peggy Holland	<i>GDOT / MPO</i>	George Linney	<i>GTA</i>
Craig McKinney	<i>GDOT / MPO</i>	Mark Kirstner	<i>PART</i>
Kelly Larkins	<i>GDOT Planning</i>	J.D. Stewart	<i>PART</i>
Carol Carter	<i>Greensboro Planning</i>	Patrick Wilson	<i>NCDOT</i>
		Trip Brown	<i>Downtown Greenway</i>
		John McLendon	<i>Downtown Greenway</i>

Tyler Meyer called the meeting to order at 11:02 a.m.

Action Items

1. Approve Minutes of March 25, 2009

Rodger Bardsley moved for approval of the minutes. Bill Bruce seconded the motion. The Committee voted unanimously to approve the minutes of the March 25, 2009 meeting.

2. Modify 2009-2010 Work Plan

Tyler Meyer noted this modification is necessary to reflect recently approved 2009 appropriation legislation for GTA planning funds. The funding, \$98,678, shown in the UPWP now reflects the full amount for the year.

Adam Fischer moved for recommendation to the TAC, Roger Bardsley seconded the motion. The Committee voted unanimously to approve 2009-2010 Work Plan.

3. Modify 2009-2010 Metropolitan Transportation Improvement Program

Meyer noted two items are associated with this modification to the MTIP.

Highways

Lydia McIntyre noted that the Highway Project Amendment is a follow-up to what the MPO did in applying the stimulus funds available through the American Recovery and Reinvestment Act of 2009 (ARRA). The

Planning for the transportation future

first modification is for Pavement Rehabilitation and Resurfacing on Federal Aid Routes with a change focusing on Guilford County instead of just Greensboro. This came through discussion with NCDOT's program development branch which wanted to see an expansion of projects to include those that were federal. The price remains for what the MPO had originally identified which is \$1,500,000. The state asked the MPO to make the amendment which has already been changed in the STIP.

Two new projects have also been added and include an intersection improvements project and a bridge expansion joint repair project. It was noted later that many of the intersection improvements are in High Point. Meyer noted that these are umbrella projects in the TIP that might be added to in the future.

Mike Mills noted that \$150,000 was given to each county for bridge joint repair. Caswell County does not have these, so its money went to Guilford County.

Adam Fischer moved for recommendation to the TAC, Bill Bruce seconded the motion. The Committee voted unanimously to recommend the highway changes to the MTIP to the TAC.

Transit

Meyer noted the next amendment relates to 2009 appropriations act, this changed transit funds for 2009 and the amount for 5307. The appropriation act increased the funding from what the MPO had previously expected. For 5307 the funding increased \$3,500,000 to around \$4,100,000.

The first set of changes relates to GTA's funding program for each year. Several items of the items include for example the operating expenses of ADA complementary paratransit service (SCAT service) is 10% of their overall allocations. Meyer further noted Routine Capital Items and Transit Security Enhancements funding amounts were also revised.

The second major change relates to GTA's Bus Operations, Maintenance, and Administrative Facility. This is a correction to ear mark funding reflected in a previous amendment. An increase in ear mark funds resulted in a reduction of STPDA funding.

This amendment also includes an unfunded transit projects. It lines up with GTA priorities and is expected to be funded with future CMAQ funding.

George Linney moved for recommendation to the TAC, Adam Fischer seconded the motion. The committee voted unanimously to recommend the transit changes to the MTIP before the TAC.

4. Approve Job Access Reverse Commute and New Freedom Recipients

Meyer noted that there were also changes to the Job Access Reverse Commute and New Freedom Funds (JARC). This developed last year from the Coordinated Human Services Transportation Plan.

Overall allocation of funding for transit projects with the overall funding available at \$155,118 in the Greensboro area in 2009. New Freedom's funding is at \$93,958.

Under JARC there were three allocations. Guilford County Transportation and Mobility Services received funding with \$33,640 going towards operations and \$43,840 towards capital costs with the purchase of one van. The Greensboro Transit Authority's Career received the remaining amount of \$62,126 which is for the Career Express service.

Under New Freedom funding, \$19,121 will go towards capital expenses to the Greensboro Area Travel Education (GATE) program sponsored by the Joy A. Shabazz Center for Independent Living. The final allocation goes to GTA for Mobile Data Terminals to improve operational efficiency of SCAT's service using Intelligent Transportation Systems technology at a cost of \$65,441.

These allocations came through a review process using MPO and transit staff from Winston-Salem. They judged projects using guidelines outlined through the Coordinated Human Services Plan. At the completion

of the review process more information was requested from the applicants and came up with the final recommendations.

George Linney moved for recommendation to the TAC, Roger Bardsley seconded the motion. The committee voted unanimously to recommend the transit changes to the MTIP before the TAC.

Business / Potential Action Items

1. Urban Loop: Communication Review

McKinney noted Mike Mills and Doug Galyon will speak later to the TAC about a meeting they had at NCDOT with Roadway Design, the Attorney General's Office, and others. The purpose is to find out why advanced acquisition did not go through and to find a way to prevent further development from encroaching on the loop.

McKinney also noted a project he is working on with the GIS staff. A link would be provided for a resident or perspective land-buyer to locate their property using an online map and see where they are in relation to the Urban Loop.

2. Downtown Greenway Update

Meyer introduced Trip Brown and John McLendon who serve on the Downtown Greenway Oversight Committee.

Brown began with noting that Action Greensboro has been working on this project since 2001. Great progress was made in late 2006 with the Bicentennial Committee endorsing the project. Also, the Bicycle and Pedestrian Plan which was also endorsed which included the Downtown Greenway which would become the hub of what would be a 400 mile trail system just within the city of Greensboro.

Further endorsements came from City Council in February 2008 along with one from Guilford County through including the Greenway on a bond that did not pass. A bond package of \$134,000,000 for transportation was passed that included \$4,000,000 for the Greenway. This was greatly appreciated. Brown noted that since that time, a steering was formed which then became an oversight committee which meets once a month. Brown noted that he and Andy Scott are co-chairs, Adam Fischer and John McLendon are chairs of the technical committee. This committee does the heavy lifting due to the project being mostly a transportation one. Besides being a transportation project, it is also an art project, and a parks and recreation project.

The Greenway Project has officially broke ground as of March 2009 on the first phase of Phase One. In all, there are four large phases which of them phase one is broken down into four smaller phases. The current section that is being built is phase one involving the Greensboro College sports complex and is about 1800 feet. For the property, before starting there was preliminary work that needed to be done. An existing chain link fence which was falling down and covered with vines was replaced with an overall better fence.

Part of the small phase one was to move the ramp for Freeman Mill Road at Lee Street. A gift from a adjacent landowner greatly reduced cost and a light will also be install on Lee Street to facilitate safe pedestrian crossing.

Primarily this is a transportation project but one of the major benefits is that it is also a social connective project. This Greenway will touch 14 different neighborhoods with the Warnersville neighborhood affected by Phase One. There was a neighborhood gathering about the Greenway in early March.

John McLendon referred to the map handout and noted that the Greenway will act as a hub for the city and county trail system. The Battleground Rail Trail will go out to the northwest; the existing southeast connector trail going down Freeman Mill Road to Florida Street connecting with the planned Vance Arlington Greenway. The map also shows in yellow the designated bike routes. The Downtown Greenway itself will be a 12 foot wide paved path open to pedestrian and any non-motorized vehicles.

McLendon encouraged people to visit the first piece of the greenway being built.

The Downtown Greenway Committee is reviewing the planning for the rest of the route. The next focus is on phase two. As it stands now, the plan is to put the Greenway on the east side of Murrow Boulevard. Currently Murrow Boulevard has six lanes, but with the trail will be reduced to four lanes for current and future anticipated use. This part will feature landscaping, art, and other features. The committee will also look at adding more enhancements to Murrow in the future.

Coming up to the north side, there were challenges to connecting the trail over to the Battleground Avenue and Hill Street area. This area is highly congested and features a one-way traffic pattern on Smith Street and Fisher Avenue. There is also a challenging intersection at Battleground Avenue near Greenhill Cemetery.

We have to find a way to make this connection and are still looking at making the connection at Fisher Avenue and Smith Street.

Phase Four is a rail trail starting in the Hill Street area and going down to Spring Garden Street. This is old Atlantic and Yadkin rail line. Currently there is only one user that still needs this line. The trail will make its way north and connect with Country Park. This is a five to ten year project but with funding, we would like to start Phase Two next year.

Coming back down to Phase One-A on the southwest side and will connect with an existing small Phase One and follow the Freeman Mill Road exit on to Lee Street. This will have a new pedestrian crossing with a stop light. Further down the line is an existing underpass where Spring Street and Cedar Street met prior to the building of Freeman Mill Road. Thanks to Peggy Holland and other at GDOT an agreement with North Carolina Railroad and Norfolk Southern everything is almost completed to put the beneath the underpass. There is also an upcoming agreement to allow for an at-grade crossing of the trail when it crosses Spring Garden Street on the rail line.

Brown noted that the overall cost of this project will be approximately \$26,000,000. To date the Action Greensboro Foundation has contributed or pledged \$5,625,000 and has been able to secure from other financial sources \$161,000. These include the Bicentennial Commission, a Fit America grant, a \$10,000 anonymous grant, and the land donated at Lee Street is valued at \$15,000. There has also been further assistance from Greensboro Beautiful and possible help from United Way. There was also \$7,000,000 in bonds that Greensboro voters approved last November. Between these two funding sources there is a chance that this project will be able to pick up more state and federal funding. There is a chance that the project will get a HUD grant and a Clean Water Management Grant. In five to eight years the hope is to have a 4.8 mile downtown greenway that only a few places in the country have. The greenway will also serve as the hub for the area's 400 plus mile trail system and connect to those around the county. This will also serve as a transportation alternative. It will also serve as a connective force for neighborhoods, businesses, and visitors to the city and will serve as a development stimulator.

Roger Bardsley noted the relationship between the existing and future trails in Guilford County including the Downtown Greenway.

George Linney inquired how long the project will take in Phase Two when the lanes on Murrow Boulevard will be reduced.

Brown noted that it would be dependent on when the bonds would be issued and construction would take about a year.

3. Air Quality Update

McIntyre gave a review for the PM 2.5, particulate matter. Reviewing the timeline, back in April 2005 the area was in non-attainment but was actually just below the standards but a year later showed regional conformity. Now the Division of Air Quality (DAQ) is getting ready to submit a SIP budget which sets the limits of emission for particular pollutants. DAQ is now waiting for the budget to get approved by the EPA.

The next step in the process is maintenance. The region will reach attainment for 2010 and the DAQ is preparing the redesignation package for maintenance. Once the designation is approved any sanctions or additional requirements will go away.

The new 8-hour ozone standard is 0.75 which is a change from the older one of 0.8. Based on the monitoring the area is exceeding. The state made its recommendation to EPA and is currently under review. When they make the designation the area would possibly be designated as moderate.

Bill Bruce asked what type of additional requirements for incoming companies

McIntyre noted that it would be a new source review. If they are emitting around 40 tons they would be required to put on extra controls that could be expensive.

4. PART Travel Demand Management Program

Mark Kristner thanked everyone and noted a loose connection between the items on the agenda. PART exists due to the commuting patterns in the triad region. The purpose of PART is providing a means for people living in rural areas to connect with the urban centers. PART is a regional transportation authority and was created by state statute. The budget comes from bus fares and projects are paid for with state and federal grants, as well as a car rental tax and vehicle registration fee from member counties. For fiscal year 2009, PART had a \$16,000,000 budget for operation and administration expenses. It is made up of a 23 member governing board that is made up of elected officials from member counties and cities. The area covered is 10 counties and cooperates with existing public transportation systems.

Most people know PART through the black buses and vans, but PART is also involved with travel demand management, vanpooling and carpooling, and maintaining the regional demand model. PART is also involved with park-and-ride lots and marketing.

A year ago PART transformed its carpool and vanpool service into offering true transportation demand management program. This came through hiring Chantale Wesley and J.D. Stewart for travel demand management. Within the past six months, PART has been involved with learning the geography of the area and how people move within it. This is important due to the convergence of the airport, Amtrak lines, and the consideration of land-use given the location for such places such as stations and terminals. All these come together to decide how to move through the area.

A transportation demand management is a variety of activities including looking at where people are going and how people are doing it. This has included working with individual companies. Trying to help the get a travel demand management program started, but many companies do it themselves. This is the case with Hanes Brands who offers incentives such as preferred parking for carpoolers and vanpoolers.

J.D. Stewart noted several tools used for reducing congestion. These include vanpooling, carpooling, and trip chaining. Trip chaining involves linking different smaller trips into a larger one. He further noted that the bulk of PART's TDM still is focused on its bus system.

Fischer asked what is being done about land use in rural areas that PART serve and asked if this transport of people seems to encourage sprawl and otherwise the intensification of development.

Kristner noted that nothing has happened yet with land-use. Past efforts looked at future rail corridors and land-use around stations. Land-use is a tricky issue in rural areas.

Meyer asked about the new PART facility.

Kristner noted that PART is working on land acquisition and some land has already been acquired off Market Street, the process could start possibly in 2011.

5. Transportation Project Update

Meyer noted that it is an exciting time for project development.

McKinney noted that the biggest news with these projects is the savings on the project due to the economic conditions. Contractors are cutting their cost and amenities not previously planned on are added to the Battleground Rail Trail due to these new reduced cost.

McKinney noted that the contracts have been let for the Elm-Eugene streetscape project and Bessemer Avenue sidewalks.

6. MPO Strategic Topics

McIntyre noted the next meeting will be June 24.

Other Items

1. NCDOT Update

N/A

2. TCC Member Reports

N/A

3. Wrap-Up

Meyer adjourns meeting at 12:27pm.